

LEGAL NOTICE
August 24 & 31, 1976
PUBLIC NOTICE

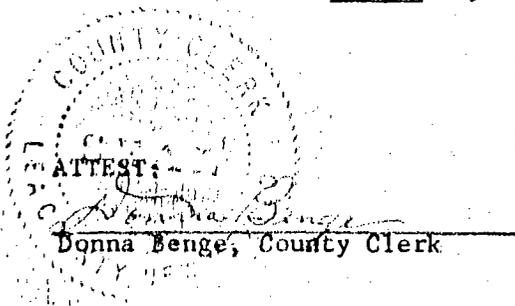
NOTICE IS HEREBY GIVEN that the Board of County Commissioners of the County of Lea, State of New Mexico, pursuant to Sections 14-40-14, through 14-40-24, Section 15-37-30, Section 15-37-12, and Sections 15-36A-1 through 15-36A-9 of the New Mexico Statutes, 1953 Annotated, will consider for final passage (ORDINANCE NO. 1) "LEA COUNTY (HOBBS) AIRPORT HAZARD ZONING ORDINANCE" regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of the Lea County (Hobbs) Airport by creating airport approach zones, transition zones, horizontal zone and conical zone, and establishing the boundaries thereof, providing for changes in the restrictions and boundaries of such zones; defining certain terms used therein, referring to the Lea County (Hobbs) Airport Zoning Map incorporated in and made a part of the ordinance; providing for enforcement; establishing a Board of Adjustment; imposing penalties for violations thereof, and repealing two Lea County Airport Zoning Ordinances dated October 20, 1947 and August 5, 1968. The Board of County Commissioners of Lea County, New Mexico, has set the matter for public hearing on the 7th day of September, 1976, at the hour of 10:00 o'clock A.M. at the office of the County Commissioners in the Courthouse at Lovington, New Mexico, at which time and place parties in interest and the citizens shall have an opportunity to be heard and show cause, if any they have, why said ordinance should not be finally passed and adopted.

A copy of the proposed ordinance is published herewith and the airport zoning map referred to therein, is on file in the County Manager's Office in the Courthouse at Lovington, New Mexico.

DATED this 17 day of August, 1976.

BOARD OF COUNTY COMMISSIONERS
LEA COUNTY, NEW MEXICO

BY: Robert Madera
Robert Madera, Chairman



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County Ordinances
NO. 1071

19732

LEGAL NOTICE
July 26, August 2, 1976
PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of the County of Lea, State of New Mexico, pursuant to Sections 14-40-14, through 14-40-24, Section 15-37-30, Section 15-37-12, and Sections 15-36A-1, through 15-36A-9 of the New Mexico Statutes, 1953 Annotated, proposes to adopt (ORDINANCE NO. 1) "LEA COUNTY (HOBBS) AIRPORT HAZARD ZONING ORDINANCE" regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of the Lea County (Hobbs) Airport by creating airport approach zones, transition zones, horizontal zone and conical zone, and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; defining certain terms used therein, referring to the Lea County (Hobbs) Airport Zoning Map incorporated in and made a part of the ordinance; providing for enforcement; establishing a Board of Appeals; imposing penalties for violations thereof, and repealing Lea County Airport Zoning Ordinance adopted August 5, 1963 insofar as said ordinance is inconsistent with the ordinance proposed to be adopted. The Board of County Commissioners of Lea County, New Mexico, has set the matter for public hearing on the 17th day of August, 1976, at the hour of 10:00 o'clock A.M. at the office of the County Commissioners in the Courthouse at Lovington, New Mexico, at which time and place parties in interest and the citizens shall have an opportunity to be heard and show cause, if any they have, why said ordinance should not be adopted.

A copy of the proposed ordinance, together with the airport zoning map referred to therein, is on file in the County Manager's Office in the Courthouse at Lovington, New Mexico.

Dated this 20th day of July, 1976.

BOARD OF COUNTY COMMISSIONERS
LEA COUNTY, NEW MEXICO

BY: *Robert Madera*
Robert Madera, Chairman

ATTEST: *Donna Benge*
Donna Benge
County Clerk



Published in the Hobbs Daily News-Sun July 26, & August 2, 1976.

STATE OF NEW MEXICO

COUNTY OF LEA

BOOK 1 196 3

ORDINANCE NUMBER ONE
LEA COUNTY
(HOBBS) AIRPORT HAZARD ZONING ORDINANCE

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OF PROPERTY, IN THE VICINITY OF THE LEA COUNTY (HOBBS) AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF; PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES; DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE LEA COUNTY (HOBBS) AIRPORT ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT; ESTABLISHING A BOARD OF ADJUSTMENT; IMPOSING PENALTIES; AND REPEALING TWO FORMER ORDINANCES ON THE SAME SUBJECT, ONE DATED OCTOBER 20, 1947 AND ONE DATED AUGUST 5, 1968.

This Ordinance is adopted pursuant to the authority conferred by Sections 14-40-14, through 14-40-24, Section 15-37-30, Section 15-37-12, and Sections 15-36A-1 through 15-36A-9 of the New Mexico Statutes 1953 Comp. It is hereby found that an airport hazard endangers the lives and property of users of Lea County (Hobbs) Airport, and property or occupants of land in its vicinity, and also if the obstruction type in effect reduces the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of Lea County (Hobbs) Airport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of an airport hazard is a public nuisance and an injury to the region served by Lea County (Hobbs) Airport.
2. That it is necessary in the interest of the public health, public safety, and Lea County (Hobbs) Airport that the creation or establishment of airport hazards be prevented; and improve the order, comfort and convenience of Lea County.
3. That the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that both the prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivision may raise and expend public funds and acquire land or interests in land.

IT IS HEREBY ORDAINED BY the Board of County Commissioners of Lea County, New Mexico, as follows:

SECTION I: SHORT TITLE

This Ordinance shall be known and may be cited as "Lea County (Hobbs) Airport Hazard Zoning Ordinance".

SECTION II: DEFINITIONS

As used in this Ordinance, unless the context otherwise requires:

1. AIRPORT - The Lea County (Hobbs) Airport.
2. AIRPORT ELEVATION - The highest point of an airport's usable landing area measured in feet from mean sea level.
3. AIRPORT HAZARD - Any structure or object of natural growth located on or in the vicinity of a public airport, or any use of land near such airport, which obstructs the airspace required for the flight of aircraft in landing or takeoff at such airport or is otherwise hazardous to such landing or takeoff of aircraft.
4. STRUCTURE - An object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, earth formation, and overhead transmission lines.
5. TREE - Any object of natural growth.
6. NONCONFORMING USE - Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of this Ordinance or an amendment thereto.
7. HEIGHT - For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
8. PERSON - An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.

9. BOARD OF ADJUSTMENT - A board consisting of five (5) members appointed by the Board of County Commissioners of Lea County, New Mexico, as provided in Sec. 15-37-12 and 15-36A-1, New Mexico Statutes 1953 Compilation.
10. RUNWAY - A defined area on an airport prepared for landing and takeoff of aircraft along its length.
11. VISUAL RUNWAY - A runway intended solely for the operation of aircraft using visual approach procedures with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan, a military service's approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.
12. PRECISION INSTRUMENT RUNWAY - A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an FAA approved airport layout plan; a military service's approved military airport layout plan; any other FAA planning document, or military service's military airport planning document.
13. PRIMARY SURFACE - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR) for the most precise approach existing or planned for either end of that runway. The elevation of any point of the primary surface is the same as the elevation of the nearest point on the runway centerline.
14. APPROACH, TRANSITIONAL, HORIZONTAL, AND CONICAL ZONES - These zones apply to the area under the approach, transitional, horizontal, and conical surfaces defined in FAR, Part 77, Subsection C.

SECTION III: AIRPORT ZONES

In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying within the approach zones, transitional zones, horizontal

zones, and conical zones as they apply to a particular airport. Such zones are shown on Lea County Hobbs Airport Hazard Zoning Map consisting of 1 sheet, prepared by Richard R. Pettigrew and Associates, dated June 1976, which is attached to this Ordinance and made a part hereof. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

1. Utility Runway Visual Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline being the continuation of the centerline of the runway.
2. Utility Runway Non-Precision Instrument Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline being the continuation of the centerline of the runway.
3. Precision Instrument Runway Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline being the continuation of the centerline of the runway.
4. Transitional Zones - These zones are hereby established as the area beneath the transitional surfaces. These surfaces extend outward and upward at 90 degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional zones for those portions of the precision approach zones which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach zones and at 90 degree angles to the extended runway centerline.
5. Horizontal Zone - A horizontal zone is hereby established as the

area created by swinging arcs of 10,000 feet from each end of the primary surface of the instrument runway and connecting the tangents. The horizontal zone does not include the instrument and non-instrument approach zones and the transition zones.

6. Conical Zone - The conical zone is hereby established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of 4,000 feet. The conical zone does not include the precision instrument approach zones and the transitional zones.

SECTION IV: AIRPORT ZONE HEIGHT LIMITATIONS

Except as otherwise provided in this Ordinance, no structure or tree shall be erected, altered, allowed to grow, or be maintained in any zone created by this Ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

1. Utility Runway Visual Approach Zone - Slopes upward twenty (20) feet horizontally for each foot vertically, beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.
2. Precision Instrument Runway Approach Zone - Slopes upward fifty (50) feet horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes upward forty (40) feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.
3. Transitional Zones - Slopes upward and outward seven (7) feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the primary surface and the approach zones, and extending to a height of 150 feet above the airport elevation which is 3,659 feet above mean sea level. In addition to the foregoing, there are established height limits sloping upward and outward seven (7) feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the approach zones, and extending to where they intersect the conical surface.

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Where the precision instrument runway approach zone projects beyond the conical zone, height limits sloping upward and outward seven (7) feet horizontally for each foot vertically shall be maintained beginning at the sides of and at the same elevation as precision instrument runway approach surface, and extending to a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.

4. Horizontal Zone - One hundred and fifty (150) feet above the airport elevation or a height of 3809 feet above mean sea level.
5. Conical Zone - Slopes upward and outward twenty (20) feet horizontally for each foot vertically beginning at the periphery of the horizontal zone and at one hundred and fifty (150) feet above the airport elevation and extending to a height of 350 feet above the airport elevation.
6. Excepted Height Limitations - Nothing in this Ordinance shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to a height up to 50 feet above the surface of the land.

Where an area is covered by more than one (1) height limitation, the more restrictive limitation shall prevail.

SECTION V: USE RESTRICTIONS

Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport or otherwise in any way create a hazard or endanger the landing, takeoff, or maneuvering of aircraft intending to use the airport.

SECTION VI: NONCONFORMING USES

1. Regulations Not Retroactive - The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other changes or alteration of any structure or tree not conforming to the regulations as of the effective date of this

Ordinance, or otherwise interfere with the continuance of a nonconforming use. Nothing contained here shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted.

2. Marking and Lighting - Notwithstanding the preceding provision of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Airport Manager to indicate to the operators of aircraft in the vicinity of the airport, the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the Board of County Commissioners.

SECTION VII: PERMITS

1. Future Uses - No material change shall be made in the use of the land and no structure or tree shall be erected, altered, planted, or otherwise established in any zone hereby created unless a permit therefor shall have been applied for and granted.
 - a. However, a permit for a tree or structure of less than 75 feet of vertical height above the ground shall not be required in the horizontal and conical zones or in any approach and transitional zones beyond a horizontal distance of 4,200 feet from each end of the runway except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for the respective zone.
 - b. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particulars to determine whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted.
2. Existing Uses - No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to become a greater hazard

to air navigation than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

3. Nonconforming Uses Abandoned or Destroyed - Whenever the Airport Manager determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.
4. Variances - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his property not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Adjustment for a variance from such regulations. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and relief granted would not be contrary to the public interest but will do substantial justice and be in accordance with the spirit of this Ordinance.
5. Hazard Marking and Lighting - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the Board of County Commissioners, at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

SECTION VIII: ENFORCEMENT

It shall be the duty of the Airport Manager to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Airport Manager upon a form furnished by him. Applications required by this Ordinance to be submitted to the Airport Manager shall be promptly considered and granted or denied by him. Application for action by the Board of Adjustment shall be forthwith transmitted by the Airport Manager.

SECTION IX: BOARD OF ADJUSTMENT

1. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) to hear and decide appeals from any order, requirement, decision, or determination made by the Airport Manager in the enforcement of this Ordinance; (2) to hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment under such regulations may be required to pass; and (3) to hear and decide specific variances.
2. The Board of Adjustment shall consist of five members appointed by the Board of County Commissioners and each shall serve for a term of three years and until his successor is duly appointed and qualified. Of the members first appointed, one shall be appointed for a term of one year, two for terms of two years and two for terms of three years. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing.
3. The Board of Adjustment shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Chairman and at such other times as the Board of Adjustment may determine. The Chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses. All hearings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member upon each question; or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the Airport Manager and on due cause shown.
4. The Board of Adjustment shall make written findings of facts and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order, requirement, decision, or determination which comes before it under the provisions of this Ordinance.
5. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the Airport Manager or to decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect variation in this Ordinance.

SECTION X: APPEALS

1. Any person aggrieved, or any taxpayer affected, by a decision of the Airport Manager made in his administration of this Ordinance, may appeal to the Board of Adjustment.
2. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the County Manager a notice of appeal specifying the grounds thereof. The County Manager shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.
3. An appeal shall stay all proceedings in furtherance of the action appealed from unless the County Manager certifies to the Board of Adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would, in his opinion, cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the Board of Adjustment on notice to the County Manager and on due cause shown.
4. The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.
5. The Board of Adjustment may, in conformity with the provision of this Ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination, as may be appropriate under the circumstances.

SECTION XI: JUDICIAL REVIEW

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment, may file an action in the District Court of Lea County, New Mexico, as provided by law.

SECTION XII: PENALTIES

Each violation of this Ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than 200 dollars or imprisonment for not more

than 30 days or both; and each day a violation continues to exist shall constitute a separate offense.

SECTION XIII: CONFLICTING REGULATIONS

Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

SECTION XIV: SEVERABILITY

If any of the provisions of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

SECTION XV: EFFECTIVE DATE

WHEREAS, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, public safety, and general welfare, and EMERGENCY is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the Board of County Commissioners and publication and posting as required by law. This Ordinance repeals any former Ordinances on the same subject adopted by the Lea County Board of County Commissioners.

Adopted by the Board of County Commissioners of Lea County, New Mexico, this 17 day of August, 1976.

BOARD OF COUNTY COMMISSIONERS
LEA COUNTY, NEW MEXICO

Robert Madera
Robert Madera, Chairman

Robert L. Bensing
Robert L. Bensing, Member

Troy C. Fort
Troy C. Fort, Member



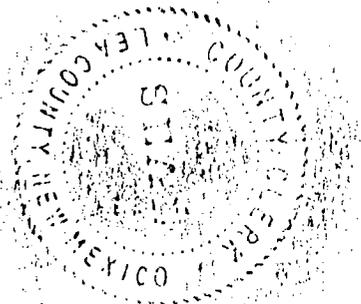
Donna Bengé, County Clerk

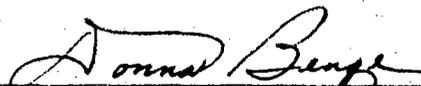
Edwin Smith
COUNTY CLERK, Deputy

CERTIFICATE

I, Donna Benge, the duly elected, qualified, and acting County Clerk of the County of Lea, New Mexico, do hereby certify that the attached from the minutes of the regular meeting of the Board of County Commissioners of said County of Lea, New Mexico, held on August 17, 1976, is a true and correct copy of the original minutes of said meeting on file and of record insofar as said attached extract, and I do further certify that a copy of the Ordinance appearing in said attached extract is a true and correct copy of such Ordinance adopted at said meeting and on file and of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the County of Lea, State of New Mexico, on this 17th day of August, 1976.




Donna Benge, County Clerk

CERTIFICATE

I hereby certify that I have examined the attached Ordinance passed and adopted by the Board of County Commissioners of Lea County, New Mexico, on August 17, 1976, entitled "An ordinance regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of the Lea County (Hobbs) Airport by creating airport approach zones, transition zones, horizontal zone and conical zone, and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; defining certain terms used herein; referring to the Lea County (Hobbs) Airport zoning map which is incorporated in and made a part of this ordinance; providing for enforcement; establishing a Board of Appeals; imposing penalties; and repealing Lea County Airport zoning ordinance adopted August 5, 1968, insofar as said ordinance is inconsistent herewith," and that said ordinance was enacted pursuant to applicable state and local laws and ordinances and that in my opinion said ordinance complies with the covenant set out in Section 20 of the Grant Agreement and all state and local laws.

Dated this 18th day of August 1976.

John H. Humphrey, Jr.
 Attorney for Lea County Airport Board

19732

STATE OF NEW MEXICO - COUNTY OF LEA
FILED

SEP 7 1976
 at 2:05 o'clock P M and Recorded in
 Book _____ Page _____
 Donna Heuge, County Clerk
 By Don Heugle Deputy



Don A. Cannon

THIS PAGE IS NOT USED FOR
RECORDING